Demonstration: Chrysler Collision Repair Bulletins

COLLISION BULLETIN

SUBJECT:
Replacement Seat Covers And Seat Cover Repairs

OVERVIEW:
This bulletin involves Chrysler Group LLC position in r
and seat cover repairs.

DISCUSSION:
Chrysler Group LLC vehicles, systems and componen
manufactured to help protect vehicle occupants based
internal corporate requirements relative to durability, r
occupant protection, and vehicle safety. Supplemental
provide enhanced protection to help protect an occupa
seat-mounted side air bag deploys, it opens the seam
seat's trim cover. Modifications to the seat system, inc
the way the air bag deploys, which could adversely aff
Supplemental Seat-Mounted Side Air Bag causing ser

• Any change to the seat back cover such as material,
or misplacement of the features which guide the deplo

• Any non-approved seat-cover replacements. Only A
approved Mopar® accessories such as Katzkin® Leat
engineered, manufactured and tested to the Chrysler
mandated standards. The use of parts not specifically
Group LLC may compromise the integral balance bet
Group LLC only approves of repairs or modifications t
side air bag system, including the seat system or seat
Repair Parts or Mopar Accessories are used for Chry
vehicles. Any unapproved repairs or modifications per
following Chrysler Group LLC approved published rep
increase the risk of injury to current or future vehicle c

This statement supersedes any previously released ir

For more information, log on to www.MoparRepairCo

POLICY:
Information Only.

NUMBER: 31-004-11

COLLISION BULLETIN

SUBJECT:
Repair Parts Used For Structural Repairs

OVERVIEW:
This is Chrysler Group LLC position with regard to s

DISCUSSION:
Chrysler Group LLC vehicles, systems and compon
manufactured to protect vehicle occupants based u
internal corporate requirements relative to durability
occupant protection, and vehicle safety. The overall
dependent on its inherent design specifications. She
elements in the design of specific crush zones that
absorbed in a predictable way and maximize the eff
protect the occupants. The use of parts not specific
Group LLC may compromise the integral balance be
Authentic Mopar® Repair Parts and glass are desig
tested to the Chrysler Group LLC internal and gover
the only ones equivalent to the originally installed p
approve of or recognize structural repair procedures
used for Chrysler, Jeep®, Dodge and Ram vehicles
Mopar parts, and not following published repair guid
current or future vehicle owners and occupants to u
collision damaged vehicle to pre-loss condition, con
following:

• All structural distortion has been identified and cor
straightening equipment ("frame rack") and a three-

• All damaged panels have been repaired or replace

• All replaced panels provide the as-built structural e
the original panels.

• Unless partial replacement procedures are docum
publication, structural panels must be installed in the
"sectioning" of panels may compromise vehicle stru

• Chrysler Group LLC does not support the use or re
which has been removed from a vehicle previously
removed from use for any other reason--commonly

• While some salvage parts may "appear" equivalen
the design and functional characteristics which cann

NUMBER: 31-002-11

COLLISION BULLETIN

SUBJECT:
Do Not Apply Corrosion Protection On SMC (Pla

OVERVIEW:
This bulletin involves discussing SMC (plastic) p

DISCUSSION:
The application of corrosion protection on SMC (
recommended. It can adversely affect the paint c
substrate. In some instances it can cause a cond
popping shown in (Fig. 1). Although the condition
because the SMC substrate is porous and has e
which will cause the condition to reoccur. Panel
popping is evident on SMC (plastic) panels when
applied.

Fig. 1 SMC Solv

Unique SMC (Plastic) Applications Include B

Years	Models	D

NUMBER: 31-005-12
GROUP: Collision Bulletin

COLLISION BULLETIN

NUMBER: 31-007-12
GROUP: Collision Bulletin
DATE: August 14, 2012

SUBJECT:
Welded Sheet Metal Repairs and Replacements

OVERVIEW:
This bulletin discuss the recommended weld processes when replacing a panel that has been welded to the vehicle.

DISCUSSION:
Regardless of the cause of vehicular damage, the repairer's moral obligation is to repair the vehicle to the original design intent relative to safety, NVH, comfort, durability, and corrosion protection by duplicating the original construction as closely as possible by following all manufacturers' guidelines. With the increasing use of advanced high strength steels in body construction, and their susceptibility to degraded material properties from welding heat, the approved process for installation of replacement panels has changed.

Chrysler has previously approved the use of "weld bonding", where squeeze type resistance spot welding (STRSW) is combined with an approved structural adhesive, as one of the acceptable methods to install welded panels while maintaining the original appearance and corrosion protection.

High quality and capable STRSW equipment, which was a rare shop tool in the collision repair industry, has now become the norm and with this, it is now important to state that weld bonding of replacement panels is the recommended installation method to utilize when repairing Chrysler, Dodge, Fiat, Jeep, or Ram vehicles.

GAS METAL ARC WELDING (GMAW or MIG) SHOULD ONLY BE USED IN THE FOLLOWING SPECIAL CIRCUMSTANCES:
• Proper weld access cannot be attained utilizing STRSW equipment with any of the available accessory arms.

• Utilize 6-8 mm ring fillet welds for exterior panels and 8-10 mm for all others.

• Adhesives need to be kept 25 mm from a ring fillet weld due to their flammability.

• A Chrysler publication explicitly calls out fusion welding as the proper repair method.

• The original attachment was GMAW.

ALL OF THE FOLLOWING GUIDELINES MUST BE ADHERED TO:
• DO NOT use heat to straighten sheet metal unless the panel will be replaced.

• If weld-on pulling studs are used, their use must be minimal and the backside of the repaired panel must also be repaired to restore the original corrosion protection.

CHARACTERISTIC OF ACCEPTABLE STRSW EQUIPMENT:

Courtesy of Chrysler LLC